
EXECUTIVE SUMMARY

The Navigation Management Plan covers all navigation-related activities lying within the port and was developed in cooperation with the Virginia Port Authority with substantial input from numerous maritime interests located throughout the Hampton Roads area. The primary objectives of the Plan are to provide: (1) a comprehensive, integrated plan for the port; (2) a vehicle for spanning jurisdictions and disciplines to identify and resolve existing and potential issues; and (3) documentation of existing corporate knowledge.

Port users and interests identified over 50 problems, needs, concerns, and opportunities associated with the use and development of the port. Circle "A" stakeholders, the principal advisers and reviewers for the development of the Plan, reviewed the total list of concerns and prioritized the top 15 concerns as follows:

TOP PRIORITIZED CONCERNS

Concern	Priority ranking
Maintenance dredging: Continued and timely maintenance of port channels	1
Norfolk Harbor Channel: Need to deepen the outbound lane from 50 feet to the authorized depth of 55 feet to Lamberts Point	2
Need to extend life of Craney Island Dredged Material Area and/or locate alternative future placement sites	3
Use of Craney Island Dredged Material Area for port development	4

TOP PRIORITIZED CONCERNS
(Cont'd)

Concern	Priority ranking
Norfolk Harbor Channel: Need to deepen the inbound lane from 45 feet to 50 feet to Lamberts Point	5
Elizabeth River Channel: Need to deepen from 40 feet to the authorized depth of 45 feet from Lamberts Point to the junction of the Eastern and Southern Branch Channels	6
Norfolk Harbor Channel: Need to deepen the inbound lane from 45 feet to the authorized depth of 55 feet to Lamberts Point	7 (tie)
Funding	7 (tie)
Channel to Newport News: Need to deepen the outbound lane from 50 feet to the authorized depth of 55 feet	9
Southern Branch Channel: Need to deepen from 40 feet to the authorized depth of 45 feet to the Norfolk Southern Railroad bridge	10 (tie)
Need to deepen the entire easternmost anchorage area opposite Sewells Point (K-1) and a small section of channel to 50 feet to provide easier transit between the Norfolk Harbor Channel and the Channel to Newport News; in addition, the K-1 anchorage would need to be relocated (1)	10 (tie)
Southern Branch Channel: Need to deepen from 35 feet to the authorized depth of 40 feet to the Gilmerton Bridge	12
Water quality	13
Channel to Newport News: Need to deepen the inbound lane from 50 feet to the authorized depth of 55 feet	14
Need to deepen the entire easternmost anchorage area opposite Sewells Point (K-1) and a small section of channel to 55 feet to provide easier transit between the Norfolk Harbor Channel and the Channel to Newport News; in addition, the K-1 anchorage would need to be relocated (1)	15

(1) Please see anchorage designations for (K-1), etc., on National Ocean Service Nautical Charts (Appendix B, Table B-1).

From these top 15 prioritized concerns, a long-range strategic plan was developed. The plan is divided into two general categories: (1) new construction elements and (2) ongoing strategic elements. The new construction element section is further separated into channel elements and other elements. Channel elements include the various channel deepening considerations for the Norfolk Harbor Channel, the Channel to Newport News, the approach channels, the Elizabeth River Channel, the Southern Branch Channel, and the widening of the turning area at the Sewells Point Anchorage. Other new construction elements include the extension of the life and potential port development of the Craney Island Dredged Material Area. Ongoing strategic elements include maintenance dredging, funding, and improving water quality. The new construction elements associated with extending the useful life and port development of the Craney Island Dredged Material Area, as well as the ongoing strategic elements, would be accomplished concurrently with the implementation of the channel elements of the Plan. The proposed order of implementation is as follows:

1. Inbound channels to 50-foot depth
2. Widening turn at Sewells Point (K-1) anchorage to 50-foot depth
3. Outbound channels to 55-foot depth
4. Widening turn at Sewells Point (K-1) anchorage to 55-foot depth
5. Elizabeth River and Southern Branch Channels to 45-foot depth
6. Southern Branch channel (Upper Reach) to 40-foot depth
7. Inbound channels to 55-foot depth

Extending the useful life and port development of the Craney Island Dredged Material Area would be considered concurrently with the above listed channel elements. The ongoing elements of the Plan, i.e. maintenance dredging, funding, and improving water quality, would be a continuing part of the Plan.

The Plan was reviewed and approved by the Circle "A" stakeholders. It has been developed for planning purposes and to give appropriate decision makers information from which implementation and funding decisions may be made. The Plan is flexible,

sensitive to the passing of time and events, and will require periodic updates to keep it current and viable. It is likely that the future of the port will reflect the past and there will never be enough resources to accomplish all that is desired. The Navigation Management Plan will assist Federal, state, local, and private investors to better allocate scarce port resources based on the prioritized concerns as established by port users and interests.